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TORQUE TUBE

THE NEWS PUBLICATION FOR MEMBERS OF THE 1937-1938 BUICK CLUB



VOLUMN XV • NUMBER 5 • MAY/JUNE 1997

BUICK
1937 ||| 1938

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THE 9th CYLINDER

By HARRY LOGAN #651 - Editor

This is the fifth **Torque Tube** in our 1996-1997 publishing year that expires August 31. You will receive one more issue (Vol. XV No. 6 - July/August 1997). There will be a self addressed renewal envelope enclosed with the next issue for all those whose subscriptions expire. **So if you receive a renewal envelope, you need to send me your renewal check.** (The yearly rates are \$34 US, \$35 Canada and \$40 all others. Overseas surface mail is still \$35).

Thanks to all the members for their continued support. If it were not for your support we wouldn't have a '37-'38 **Buick Club** and this **Torque Tube**.

Our current paying membership is now 538, the highest it has ever been. Many new members have joined us after seeing the Club's web page on the Internet.

Our Club web page was recently updated to include photos of member

Jim Pascoe's (#881) '38 Roadmaster Woody Wagon and **Dave Tacheny's** (#997) unrestored '38 Century Coupe. Check out our web page at <http://www.classiccar.com/clubs/buick/buick.htm>

Speaking of coupes, here's **Cliff Humphries** (#747) checking out the sign for the town of

Tauatapere (New Zealand's sausage capitol) in his red '37 Special Sport Coupe Model 46S.

Here's another coupe photo (below) I recently received over the Internet. It's a dark blue 1938 Special Sport Coupe owned by new member **Earl Morey, III** (#1279) from Soulsbyville, CA. Welcome to the Club Earl.

This next photo is the newsletter of the Buick Street Rod Association. It's a national organization for owners of pre '49 modified Buicks. If you're interested, their address is: BSRA, 824 Kay Circle, Chattanooga, TN 37421.



FOUNDED IN 1980 BY DAVE LEWIS



Thanks to **John Koutre** (#593) for sharing this.

Here's **Jim Fuller** (#737) of Santa Barbara, CA and his black with red wheels 1938 Century Convertible Sedan Model 60C (below).

This old photo (top of page 3) shows William S. Knudsen, president of General Motors; Harlow H. Curtice, president of Buick; and Alfred P. Sloan, Jr., chairman of the board of General Motors at an early preview of the new 1938 Buick.

The copy reads: "In 1908, a rugged little car chugged out of the Buick shops at Flint. It sported a glittering brass radiator, four acetylene lamps, a manually operated horn, two seats in front and a bucket seat behind. The gearshift lever was outside the car; but that didn't bother anyone, because that car had no sides! The windshield and top, incidentally, were extra."

"But General Motors officials were enthusiastic about that car.

That car was the keystone of General Motors.

Now, thirty years later, General Motors leaders are again enthusiastic about a new Buick. The 1908 model was advanced for its time; the 1938 model is even farther ahead of the field. With torque-free springing, a Dynaflash valve-in-head engine, and a host of other refinements, this new Buick embodies more important features than did any of its last five predecessors."

Speaking of 1908 Buicks, new member **Daniel Barnard** (#1266) in Willoughby, Ohio writes: "I have just finished restoration of a 1908 Model 10 Buick Surrey. My next project is a 1938 Special Phaeton Model 40C approximately 60% restored that I recently purchased."

Here's **Bill Denney** (#863) in New South Wales, Australia standing in front of a 1937 Holden (Australian) bodied Century. Note the different style of bumpers (middle of page 3). It will



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TORQUE TUBE

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be in a car auction in late March, so by the time you read this it may have a new owner. Bill is steadily working on restoring his 1938 Century Phaeton Model 60C.

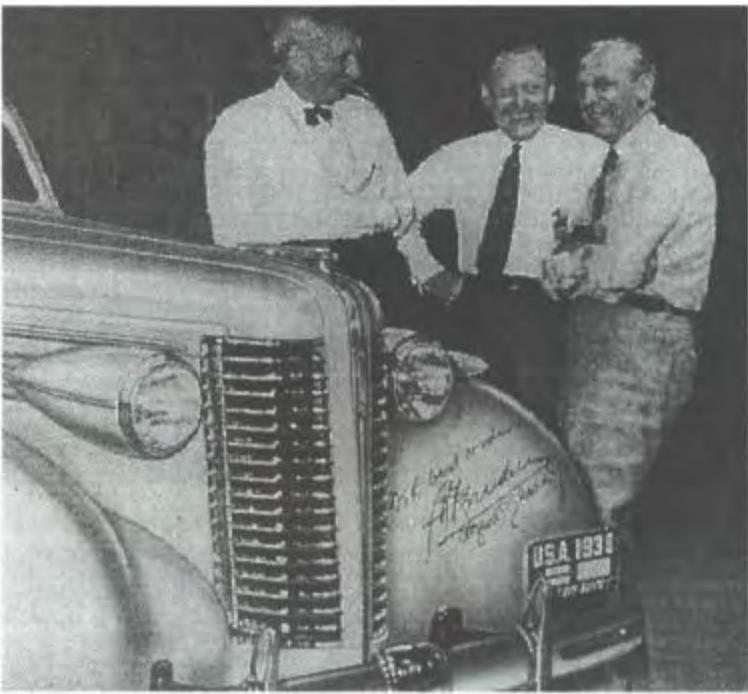
New member **Ray Finch** (#1265) in Denistone, NSW, Australia learned about the Club on the Internet. Ray has a Holden (GM of Australia) bodied 1938 Century 4-

Door Trunk Back Sedan. Ray says: "By the way, the Buick photos on your web site make great screen savers and add motivation to get my car in similar condition."

Buick historian and author **Terry Dunham** writes: My interest in the Buick automobile started in the spring of 1957 when I was a junior in High School. I had always enjoyed performance and street racing, and when a modified 1937 Dodge coupe I was driving was soundly beaten by a stock 1937 Buick Century in a back road drag race, it got my attention in a hurry! I never forgot the lessons the Century taught me that night.

All **Torque Tube** ads are **FREE**. Most ads are run once. If you want your ad rerun, **you** must write, FAX, e-mail or phone me with your request **before** I have finished with the next issue. There is no way I will remember instructions such as "*run my ad two times*" or "*run my ad until the car is sold etc.*"

The same thing holds true if you have two homes and spend time in each. I will not remem-



ber that your address changes to your summer home in six months even if you tell me. You've got to inform me at the time you want your address changed. Thanks.

These next two photos (*top of page 4*), taken off a TV screen, show a 1937 side-mounted convertible coupe with black-wall tires. This car is in the 1937 movie **Footloose**

Heiress starring Ann Sheridan. Throughout the film you will see two great cars, a '34 Packard roadster with a rumble seat and the '37 Buick convertible. In the movie, Ann Sheridan plays the daughter of a wealth man (i.e. the heiress) and drives around in the Packard. The hero must catch her, in the Buick of course.



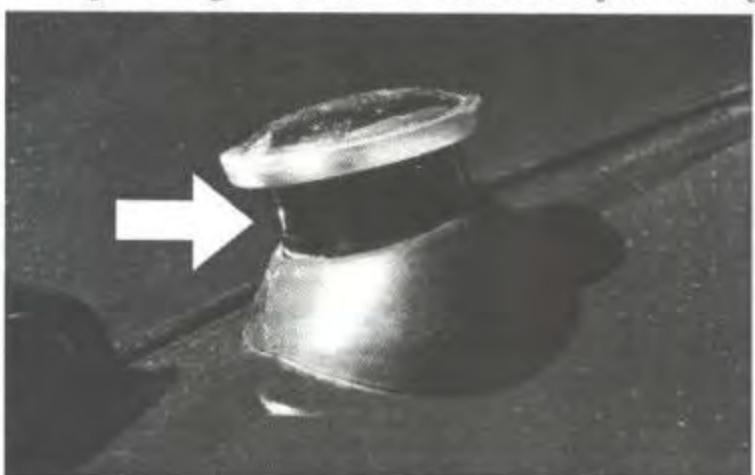
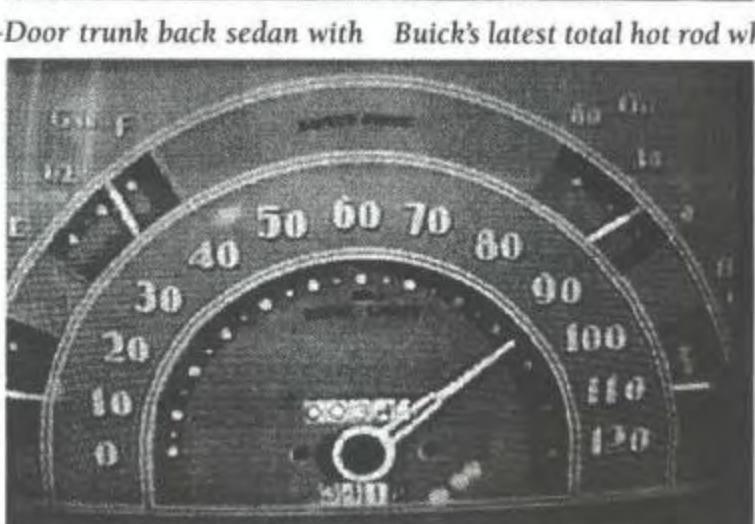
During the chase there is a cutaway to the speedometer showing the car doing 90 mph. By looking at the other gauges you can tell this was faked. If the car were really doing 90 mph, the generator would be charging (not discharging as shown in the photo) and the oil pressure would be higher, especially on a new engine. The gauge shows low oil pressure because the car is probably idling.

One way to make the speedometer read 90 mph is to connect it to a variable speed electric drill running in reverse. Just pull the trigger on the drill and you can get any speed you like! Also note both the odometer and trip odometer show 341 miles, indicating this is a new car. Thanks to

Von Hardesty (#964) for loaning this tape.

New member **Royce Garman** (#1269) in Altus, OK writes: "I just want you to know I'm sure glad my son found you on the Internet. I didn't know there was a 37/38 Buick Club. My Buick is a 1937 Model 48 2-Door trunk back sedan with sidemounts. I found the car south of Altus, OK sitting in the front yard of a junk dealer 20 years ago. But the dealer would not sell it. I finally asked my son to see if he could buy it, but not to tell him his name. I figured the man just wouldn't sell it to me. I sure don't know why. Well he did sell it to my son and now I have it. I put some gas in it and would you believe, the engine turned over and ran OK. The car is now in my garage and I have been working on the body and have it disassembled. With all the hail storms we have in Oklahoma, I'm amazed at how well this car has stood up under such a pounding."

I love '37 and '38 Buicks because I had a '37 coupe when I was in High School. I was kind of a hot rodder and I did everything to try and kill this Buick, but it just wouldn't quit. I couldn't drag race Fords but I sure could outrun them on the



open road. And I've been a Buick lover ever since that time! I now own a '56 Century 4-Door hardtop, a '57 Special 2-Door hardtop, a '47 Roadmaster 4-Door sedan, a '64 Skylark V-6 convertible, a '66 Wildcat 2-Door hardtop and Buick's latest total hot rod which I bought new, a '86 Regale J type Turbo. I have already read the back issues you sent at least 3 times. Fantastic articles and pictures."

This 1937 gas filler pipe (bottom photo) sticks up too high. It should extend just above the rubber grommet. (See the photos of new '37 Buicks on page 13). To be able to adjust the height, you can cut the filler pipe into two sections with a rubber hose clamped between them. This is how my '37 is. Now you can adjust how much the pipe extends above the fender. The next photo, at the top of page 5 shows Bill Reichelderfer

(#1276) with his newly purchased 1937 Century Streamline Sedan Model 67 (formerly owned by George Canavan). **Cecil Don** (#637) helped Bill pick up the car here in Los Altos, CA and trailer it back to Yuba City (North of Sacramento, CA).

These photos (middle and bottom of page 5)

show new member **Ms. Chris Osborne's** (#1273) 1938 Limited Limo Model 90L. Note the car has a sealed beam headlight conversion and a 1937 Center grille guard.

The Limited was the only 1938 Buick that came from the factory with whitewalls and sidemounts as standard equipment.

1938 Series 40 and 60 cars shared the same body, only the interior trim was different. But the body in the 80 and 90 Series cars was **not** shared. The front clips (*front fenders and grille*) are the same, but the 90 Series body is 7" longer. The 7" is from the center door pillar back. This extra length was used to accommodate the folding jump seats.

Chris writes, "I was delighted when my neighbor in Brooklyn found your club on the Internet. I would never have dreamed that such a specific club existed but I am certainly learning new things daily since I bought this 1938 Limited for restoration."

It is in excellent restorable condition (solid, no rust holes, engine tuned-up and running nicely other than an oil leak. No missing parts other than the steering wheel needs to be rebuilt). I have a house in Connecticut and discovered the



Thanks. You can reach me at: (718) 237-4098 in Brooklyn and (212) 799-2500 work."



Rosa, CA. 95402. His index saves you having to look through a stack of **Torque Tubes** to find the article you want. Thanks Russ.

Here's one example of how that tech information can be put to use. While painting the steering column of my car, I found it difficult to mask off the round stainless disc with the key slot on the ignition switch. Then I remembered an early **Torque Tube**



had a diagram (top of page 6) and instructions on how to remove the lock. Using **Russ Kaufmann's** index, I found the article in no time.

car in front of an auto parts store. The store owner had the car for 30 years. He bought it off an estate sale in 1968. He does not have the time now to restore the car, so he sold it to me! I am embarking on a new experience! I would welcome any input from Club members.

Russ Kaufmann (#303) in Santa Rosa, CA. has updated his index of technical articles that have appeared in the **Torque Tube** to include the last **Torque Tube**. So if you want a copy, send \$2.50 in US stamps to Russ Kaufmann, PO Box 3761, Santa

Note: To remove the lock cylinder, insert a stiff wire into the hole (see arrow below) and turn the key in the lock clockwise until it stops. Then remove the cylinder.

I had the lock out a couple of minutes, covered the hole with masking tape and continued painting. Afterwards I reinstalled the lock. Now my steering column looks much nicer and there's no overspray on the stainless disc.

The next three photos show a comparison between the '37 and '38 fender parking lights. These lights are miniatures of the headlights, a styling feature I've always admired. Note the early '37 glass lens (middle photo) is shorter and stubbier than the late '37 and '38 lens.

The top half of the light forms a cover and is fastened to the bottom half with a chromed screw. This facilitates changing the light bulb. The '37 and '38 covers are identical. But because the base of the '37 light is taller, it sits up higher. (Compare the '37 and '38 parking lights in the photo on page 21). Note the difference between the '37 and '38 chromed trim and that both ends of the '37 base

are pointed while the '38 is not. Both lights are mounted on a rubber pad to protect the fender.

The parking lights are interchangeable, so sometimes you will see '38 Buicks with '37 parking lights and visa versa.

At the top of a page 7 you will see why **Mick Whiting**

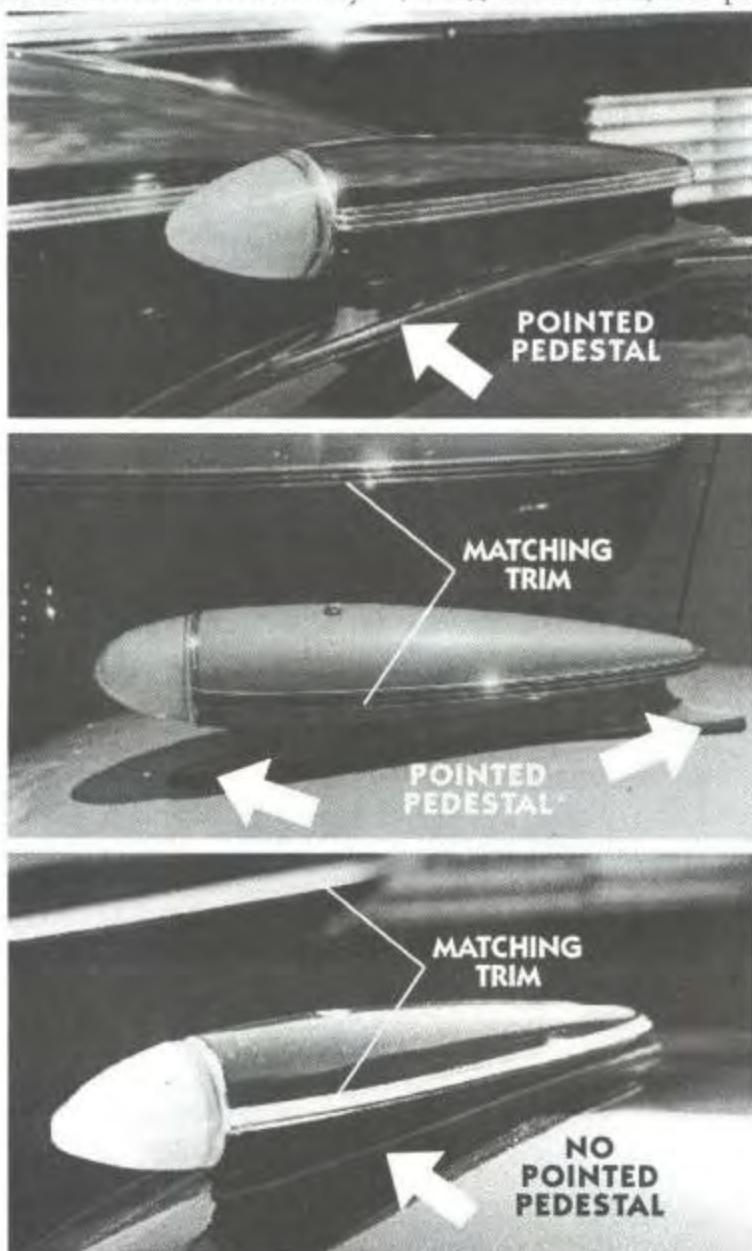
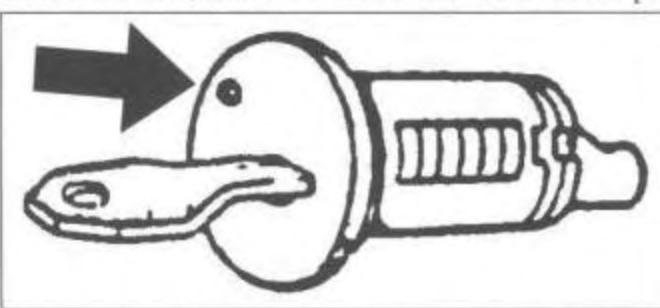
(#381), in Australia, is so proud to be the owner of this nice Special Sport Coupe Model 46S. It's white with red wheels. Mick purchased the car in the States in 1983 from a club member. He converted it to RHD.

Mick and his wife Sharon have put over 50,000 miles on this car and it's still running strong. They recently attended the Australian National Meet in Bathurst, putting another 1,200 miles on their car. Around 100 Buicks attended ranging from 1910 to 1991, with every state in Australia represented.

There were seven 38's, more than any other single year but strangely no '37's. Mick and Sharon will be visiting the U.S. soon. Hope-

fully they will be able to join us at our Western Meet in September.

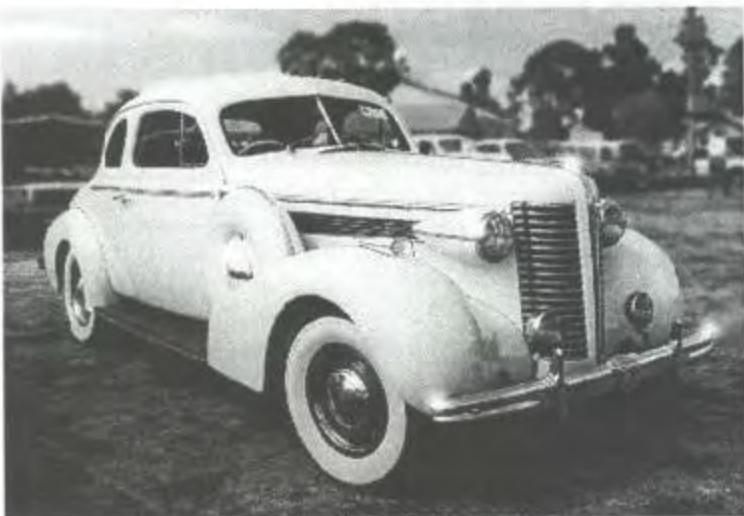
This next photo shows an unrestored '38 Spe-



cial that has been stored since the '60's and was purchased by **Ray and Cecilia Stampley** (#1156) who live in the San Francisco Bay Area. The car still has its original upholstery, paint (#519) Botticelli Blue, flywheel timing hole cover and fender welting.

The window glass is dated 9/37 so it's an early 1938 car. There is no trunk shelf as is correct for a factory built sidemounted sedan. The word **SPECIAL** on the hood side louvers still has traces of **RED** paint (see more about this original car at the bottom of page 9).

This last photo was taken at a motor show in Windhoek, Namibia, Africa. **Peter Breitenstein's** (#989) '38 Century and '38 Limited are next to a very rare Nash LaFayette convertible. Peter's restoring both the Limited and Nash. Peter says the show was fun, especially the comments that



visitors made about the cars. One was overheard to say that he thought "the limo will never run again." Peter will prove him wrong. Peter has a question he needs members help with. *"How does one repair leaded areas on the body so that the new paint does not peel after a while?"* He has noticed that on his Century, the areas which had lead (body seams leaded at the factory), the paint which he applied 3 years ago is starting to crack and peel off. Any suggestions?

I am striving to publish accurate information in the **Torque Tube** because I know you are using it to restore your cars. Since 60 years have passed since these cars were new, an error is always possible. If you believe I have made an error, please let me know and why and I will correct it in the next issue. Thanks.

Harry

1937-1938 WESTERN CLUB MEET

Mount Hood & the Columbia River Gorge
September 19, 20 and 21, 1997



Treat yourself to a trip you'll always remember....enjoy the pristine beauty of Oregon from your Buick! (Modern cars and hitchhikers welcome too) Your hosts are Doug Nelson (#51) and Harry Logan (#651).

Thursday, Sept. 18th: Southern cruisers traveling north will gather in Salem.

LODGING: •Phoenix Inn, Salem, OR

4370 Commercial St. S.E. (1-503-588-9220)

- Newer motel with pool and continental breakfast included. Mention the '37-'38 Club when you make your room reservations from the block of rooms reserved for us.

Friday, Sept. 19th: After breakfast we'll follow **Doug and Kay Nelson** (#51) to their home. Tour of their shop, showroom & old cars. Cruise old Hwy. 99E to the town of Aurora for antique shopping.

LODGING: •Edgefield Bed & Breakfast,

Troutdale, OR (1-800-669-8610)

- Cozy, turn-of-the-century decor includes Breakfast on this 25 acre historic estate with Winery, fine dining & gardens.

ALTERNATIVE LODGING: •Phoenix Inn,

Troutdale, OR (503-669-6500)

- 4:00 pm:** Southern group joins Northwesterners with ample time to check out all of the beautiful '37-'38 Buicks and make new and meet old friends.

Saturday, Sept. 20th: This is the day for breathtaking scenery! After breakfast, we'll tour the famous Columbia River Hwy to Crown Point for the best view of the river. Cross over to the Washington side to visit Maryhill Museum.

...not your average museum!

LODGING:

Timberline Lodge, Mt. Hood, OR (1-800-547-1406)

- The lodge was completed in 1937 at the 6,000 ft. level of Oregon's highest mountain. The lodge was built with tons of native stone, wrought iron and hand-hewn beams of Douglas Fir. President Franklin Roosevelt dedicated the lodge, calling it "a monument to the skill and faithful performance of the workers" who built it. From the lodge you will be able to see snow on the mountain and late season skiers on the slopes.

Sunday, Sept. 21st: After breakfast, we will head down the mountain toward Portland. Those who will be traveling South again can go to the Nelson's in Salem for a catered picnic lunch. If you didn't see all there was to see you can continue the tour of their shop, showroom and old cars.

Note:

- Get reservations in ASAP or you'll miss out!
- Call Doug Nelson if you have any questions: (503-399-0647)
- Alternative Friday accommodations in Troutdale: **Phoenix Inn (503-669-6500)**
- Registrants will receive a letter with additional facts, times, etc.

**Come and join this West Coast Tour with other '37-'38 Buick Club Members
for an unforgettable tour of Oregon.**

----- **REGISTRATION FORM** -----

Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Car: _____ Adults: _____ Children: _____

Date of Arrival: **Thursday, September 18th, Salem** **or Friday, September 19th, Troutdale**
We will We will not be attending the Sunday, September 21st, box lunch at the Nelson's. The cost will be \$5.00 per person so please send check along with this registration form to Doug Nelson. If you are not going to attend the box lunch on Sunday, September 21st, please just send this form only to:

Doug Nelson

781 Hylo Road S.E., Salem, OR 97305

Phone: 503-399-0647

Cover Cars

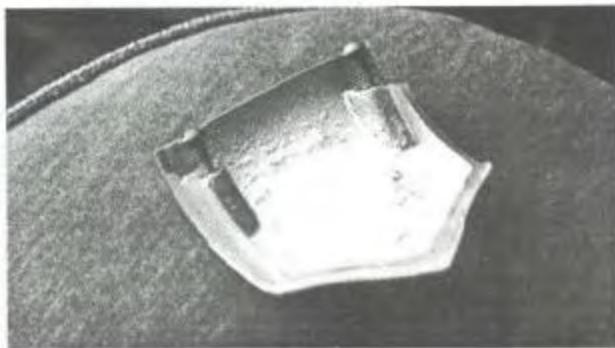
Chuck Van Koten's (#388) blue 1937 Century 4-Door Trunk Back Sedan Model 61 brought this beaming bride, Hsiu-Yen Tom and her bridesmaids from the Meadowood Resort to the Catholic church in the small town of St. Helena in California's Napa Valley Wine Country. After the wedding, the Buick brought the bride and groom Sean Brosmith back to the Resort for the reception. Many of the young people at the wedding had never seen a 60 year old sidemounted car like this before and commented on how nice it looked. Later, the bride and groom left for a honeymoon on the island of Bali. Thanks to Chuck Van Koten for loaning me his car. Here's Chuck and his constant companions. The dogs go everywhere with Chuck and his lovely wife Claudia, even when they travel in their motorhome.



Original Map Light Cover

Ray and Cecilia Stampley's (#1156) recently purchased a '38 Special sedan that still has most of the original equipment. These photos show the original map light cover still has the **taupe or**

tan paint in the lettering and stripes. It matches the instrument cluster bezel and ash trays. The cover is sitting on the car's original tan bedford cord upholstery. (see page 7 for more on this car).

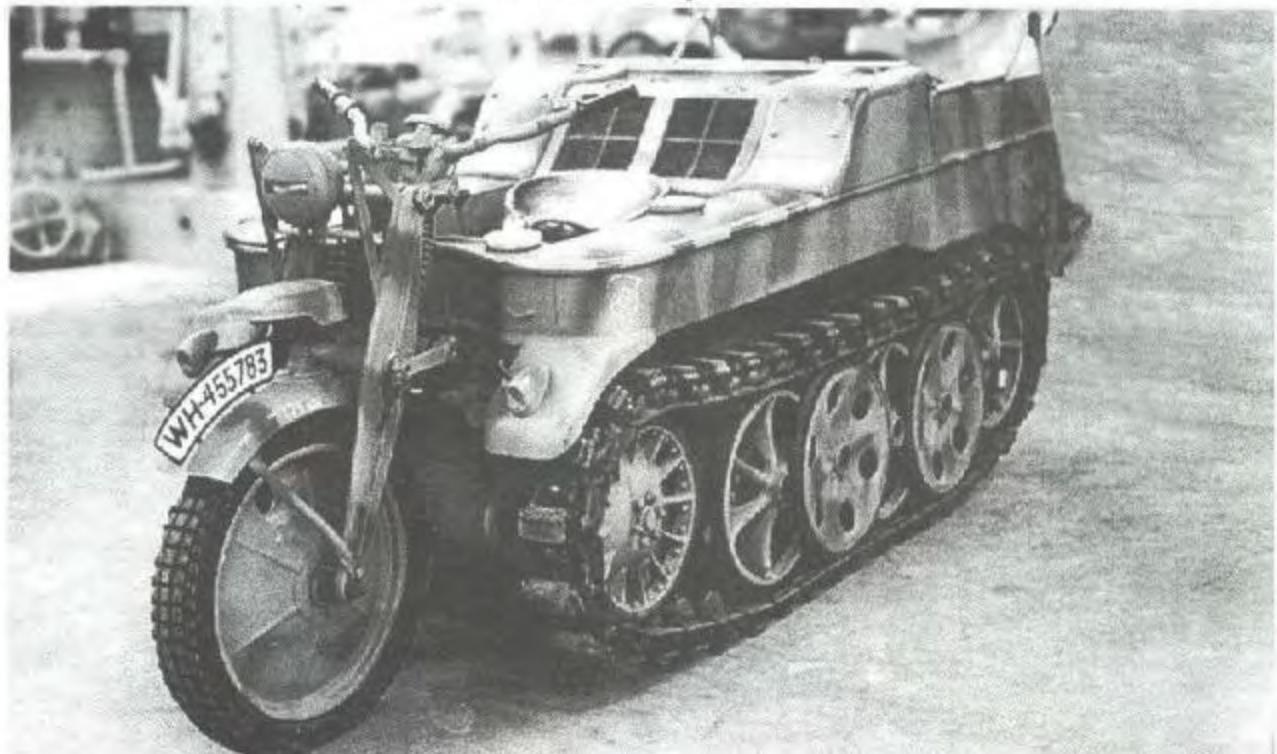


Buick Meets the Opposition!

By Harry Logan (#651)



Here's my '38 Century Coupe parked under the barrel of a tank gun. Jacque Littlefield, the largest tank and armored car collector in the US lives on a 500 acre ranch here in the Bay Area. He invited the local Buick Club to visit his tank restoration shop and museum.



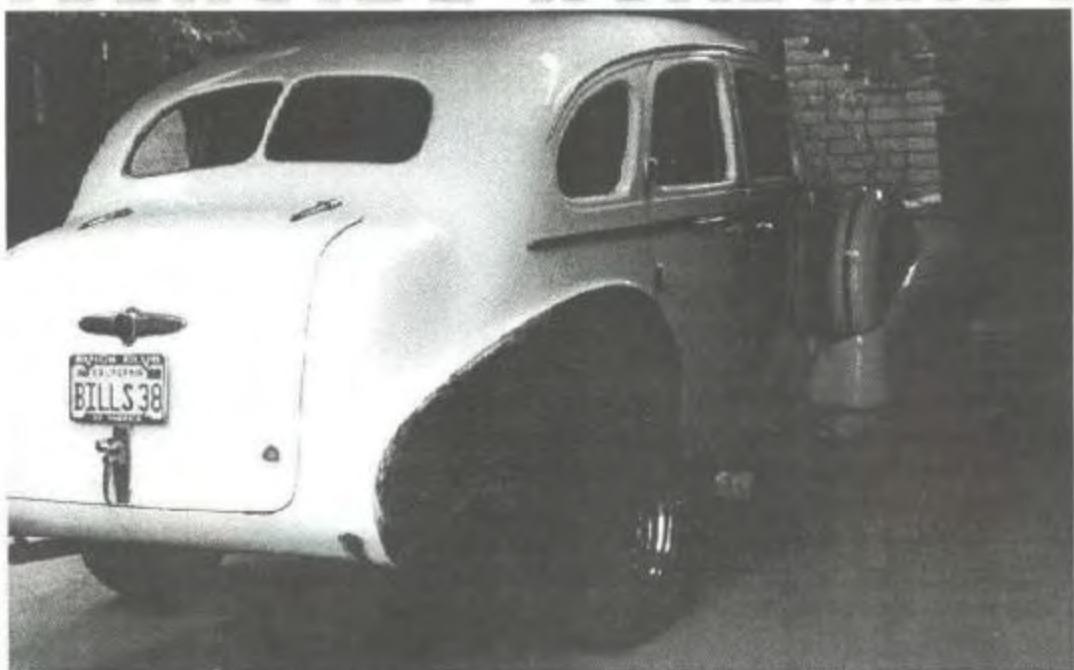
This photo in the museum shows a tracked German motorcycle (Kettenrad) in front of an German Sd Kfz 251 armored car and next to the infamous 88 antiaircraft gun (also used against tanks and infantry). Jacque also has many tanks such as the Russian T-34, one of the most famous tanks of W.W.II.



But the most colossal piece of equipment is this brand new Russian tracked truck full of electronic equipment and mounting a huge rotating antenna. It was used for tracking airplanes. It must have taken a lot of effort (*and money*) to ship this!



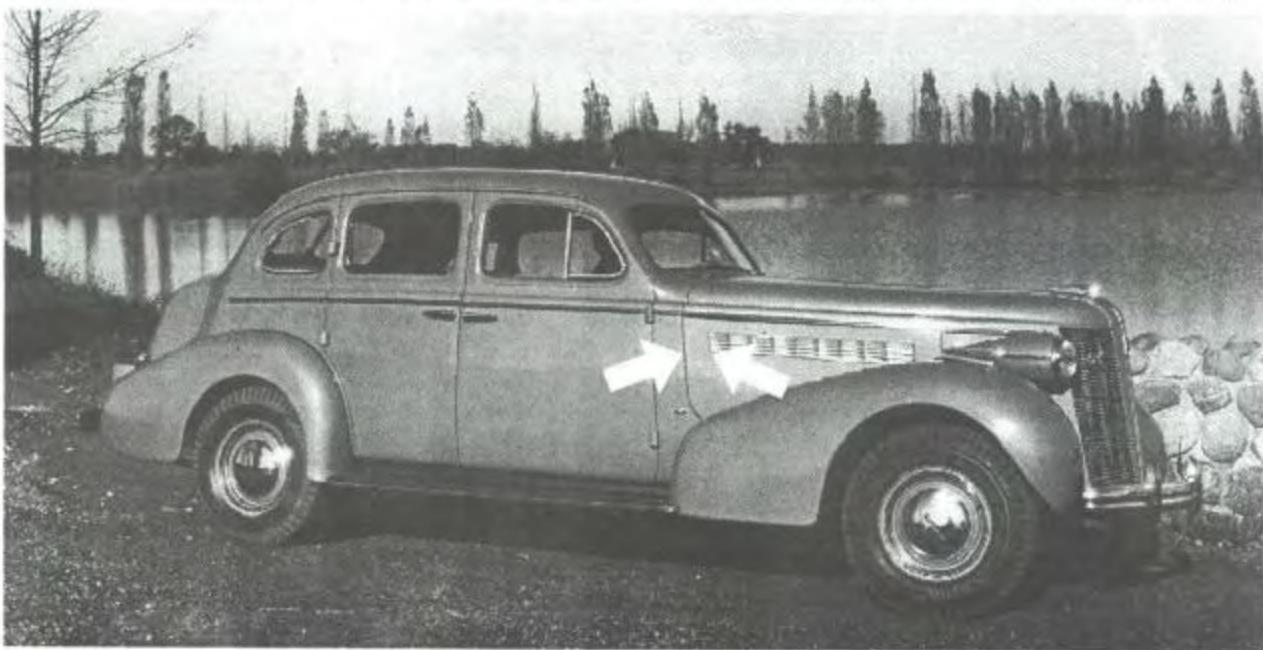
RIVERSIDE ROADMASTER



William Rossiter (#947) in Riverside, CA sent in these photos of his 1938 Roadmaster Sedan Model 81 under restoration. He has been working on it for the past year. The trunk emblem is incorrect and many parts were missing such as the hood ornament, ROADMASTER script on the hood side panels, running board trim etc. The car spent its first 50 years in Mexico City where it was originally delivered. It was brought to California by a nephew of the original owner after the original owner died. William bought this interesting car from the nephew about 7 years ago.



WHEN THEY WERE NEW

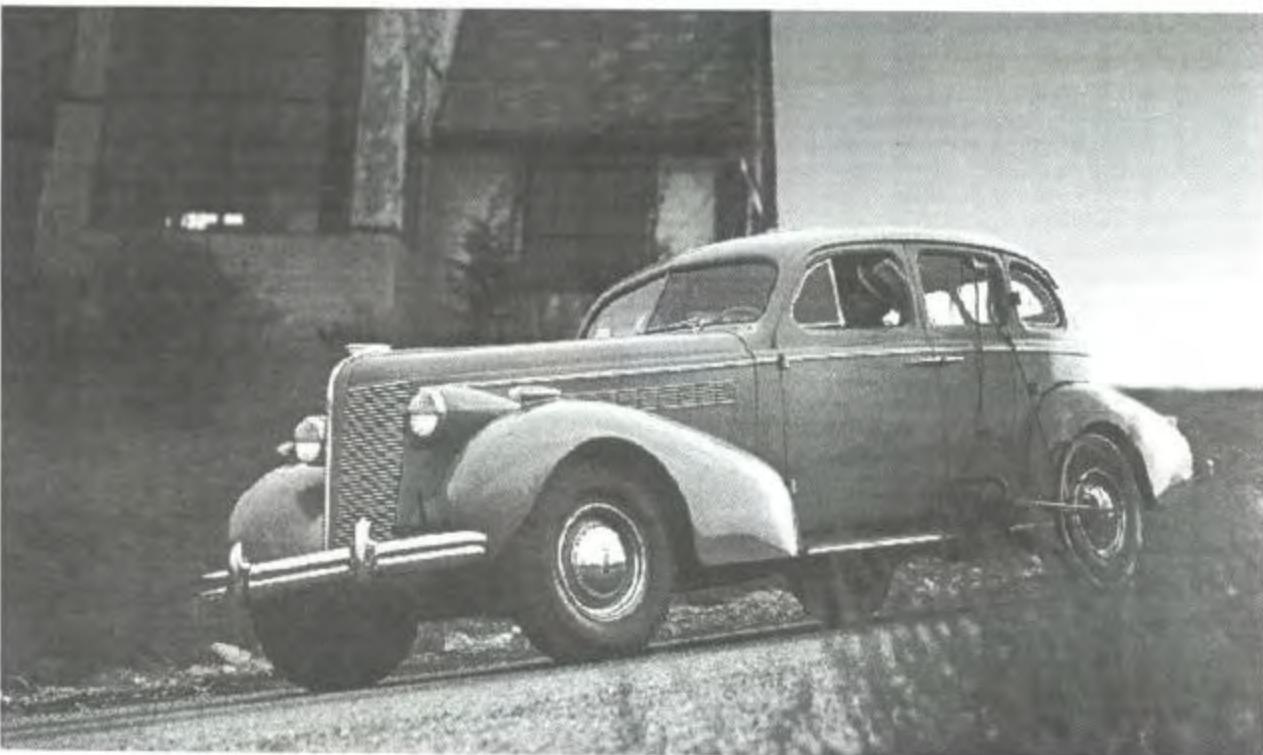


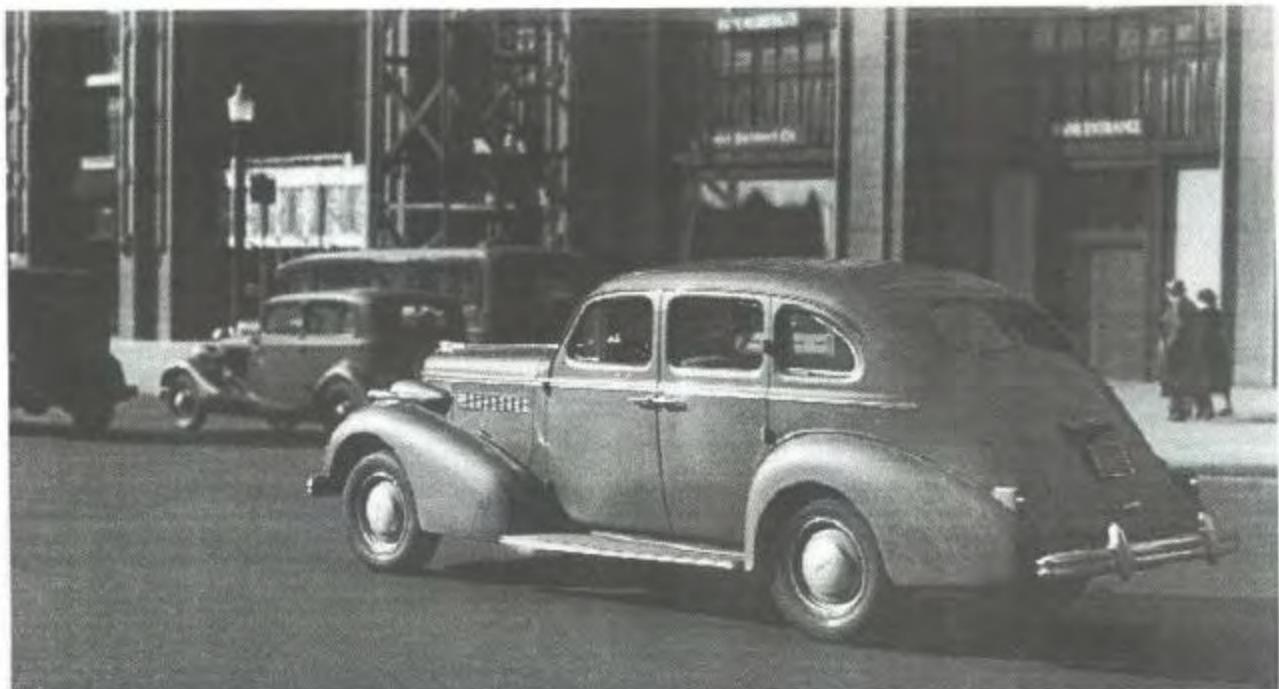
These GM Archive photos of a 1937 Century 4-Door Sedan were taken at the GM Proving Grounds in Warren, MI. With a magnifying glass I can read the **CENTURY** emblem on the hood louvers. You can also tell a Century from a Special by noting the distance from the rear edge of the hood louver to the back of the hood side panel. On Centuries it's about 5 inches (12.7 cm)

and about 2 inches (5 cm) on a Special.

The wheels and body are painted the same color as is correct for 1937. Only the 1938 Buicks had the optional wheel color. Notice the correct height for the gas cap is just above the rubber grommet.

Notice, in the second photo below, that the car does not have a license plate, but the bracket

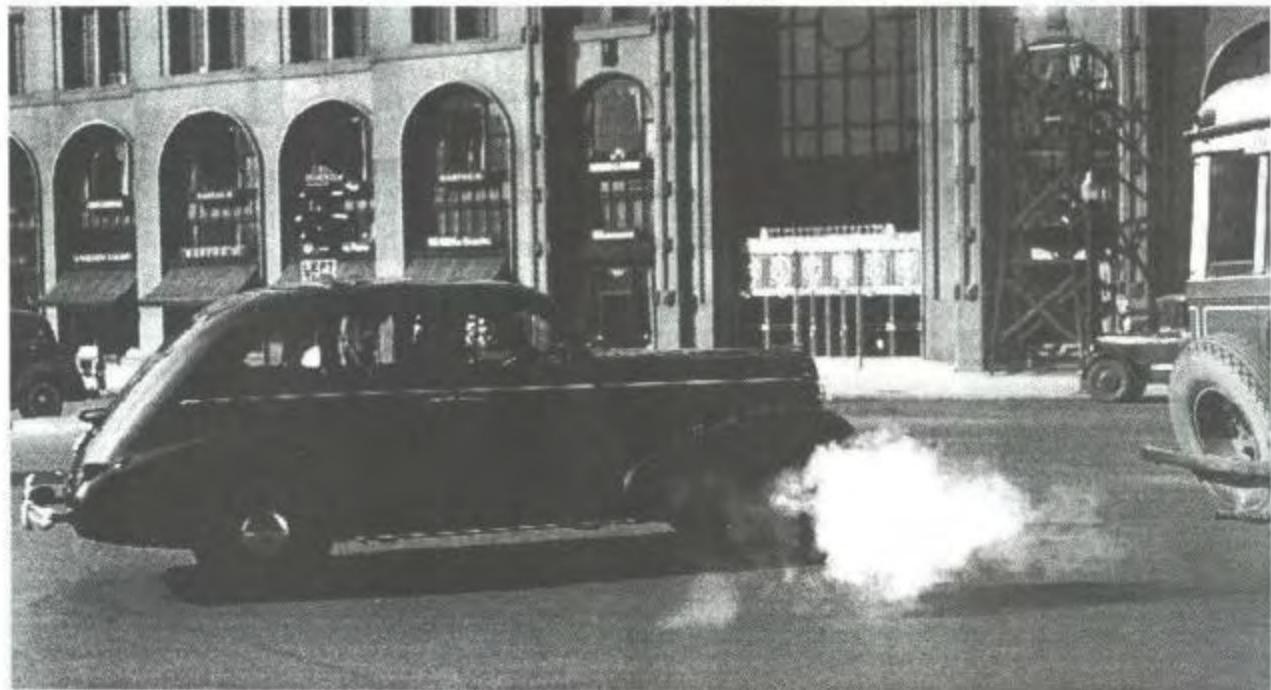




is mounted on the drivers side. Also notice the device on the running board that's connected to the rear wheel with wires running into the back seat. I believe this is for accurately measuring the car's speed to check the speedometer.

These photos, above and below, were taken on W. Grand Blvd. in Detroit, MI. The car is a 1937 Special Slant Back Sedan Model 47. Buick built over 22,000 37-47's. My best friend in High School drove a car exactly like this. (See photo on page 4 of the November/December 1996 T/T issue). I can

tell it's a Special and not a Century by looking at the distance from the back of the hood louvers to the back of the hood. Compare it to the same distance on the Century. This distance is shorter on a Special. Incidentally, all four Series used the same hood louvers in '37 and again in '38. The '37 louvers had squared ends while the front of the '38 louvers are curved to fit around the rear of the headlight buckets (see page 21). The photographer took this photo just as the bus backfired. I guess it was trying to tell the Buick not to get too close!



POLICE FILE PHOTOS

By Bill Mack (#839) Woonsocket, Rhode Island Police Department

Once again we enter the musty, dusty world of the police photo lab in search of the elusive '37 & '38 Buick. The files have produced a variety of interesting photos. Each must tell its own story since no case file exists to reveal the reason for the photography.

We can use our powers of deduction and a magnifying glass to provide a story for the visual image. In these photos, taken at 5:30 PM on August 8, 1949, we observe the intersection of Gaulin and Cass Avenues. On the corner is Bert's Liquor Store, surely a popular spot on a hot August afternoon. Several people appear to be observing the action from the rear of the store. Closer inspection shows that a sedan has rolled through a hedge and struck a vehicle parked in the yard. It looks like a 1938 Special Sedan Model 41, still in fine condition, has been struck by a Ford (?). The Buick appears to have

a few nonstandard items including a dashboard fan and white beauty rings on the wheels. I remember my grandfather's '48 Dodge had a similar treatment, but I think that they were factory options on Chrysler products. Everything in these photos is gone including the visible portion of Gaulin Avenue, victims of urban renewal.

This next photo (top of page 17) shows a 1938 Buick, model unknown, 4-door sedan, approaching the intersection of Greene Street and Park Avenue. The date is March 16, 1941, at an unknown time. Why is the police officer in the street? Where are the stylishly dressed ladies going? We don't know.

It does appear to be a cold and overcast day, most likely the heater was warming the occupants of the Buick. The bumper treatment is no doubt unique to this car.



It looks like a triple bar grille guard has been



added and the factory bumperettes have been moved outboard toward the ends of the bumper. There is no bumper badge or hole for one.

The side yard at Police Headquarters is the scene of the next photo. At 2 PM on June 24, 1940, this 1937 Buick Model 41 or 61 was photographed.

There is a small dent on the right front fender and the right rear is missing completely. The right front tire looks worn out. I wonder if the tire in the sidemount is any better. I will speculate that this car was involved in an accident with injury to a pedestrian. Maybe the rear fender was removed for evidence. Of course this is pure guess work. At first I thought that the triangular grille guard was original, but on closer inspection its mounting brackets don't have a factory appearance. As an aside, I have looked at a great many photos of old cars and note that bald tires are a common occurrence. This period predates motor vehicle inspection laws in the

state of Rhode Island, but it would appear that good judgment often took a back seat to economy.

The top photo on page 18 shows that this Buick was involved in a major accident with heavy damage to the passenger side and the left front. The photo was taken at an unknown time and date, but another view showed a 1941 registration plate. The scene is a salvage yard on Social Street during winter. This car shows off yet another style of grille guard although it was obviously of little help in this accident.

Most of these photographs show a diversity of decoration which might horrify the purists among us. In each instance the owners of the vehicles had chosen to modify their almost new cars in some readily apparent way. Perhaps they sought to be unique or they felt that additional protection was provided by the grille guard.

Today most restorations delete any item which lacks a factory part number and adds those



rare options that most original owners chose not to purchase. I plead guilty in this matter, my car has wide whites. How many Model 41 Buicks were delivered in this way? We may be preserving a product of General Motors, but are we sacrificing an accurate look at the cars and owners during that time period?

The last photo was taken at 10:35 am on February 27, 1938, a day that the photographer noted was "very cloudy." It is part of a larger scene which shows a westerly view of Hamlet Avenue. No reason for the photo is apparent in the picture, it may have been the scene of a

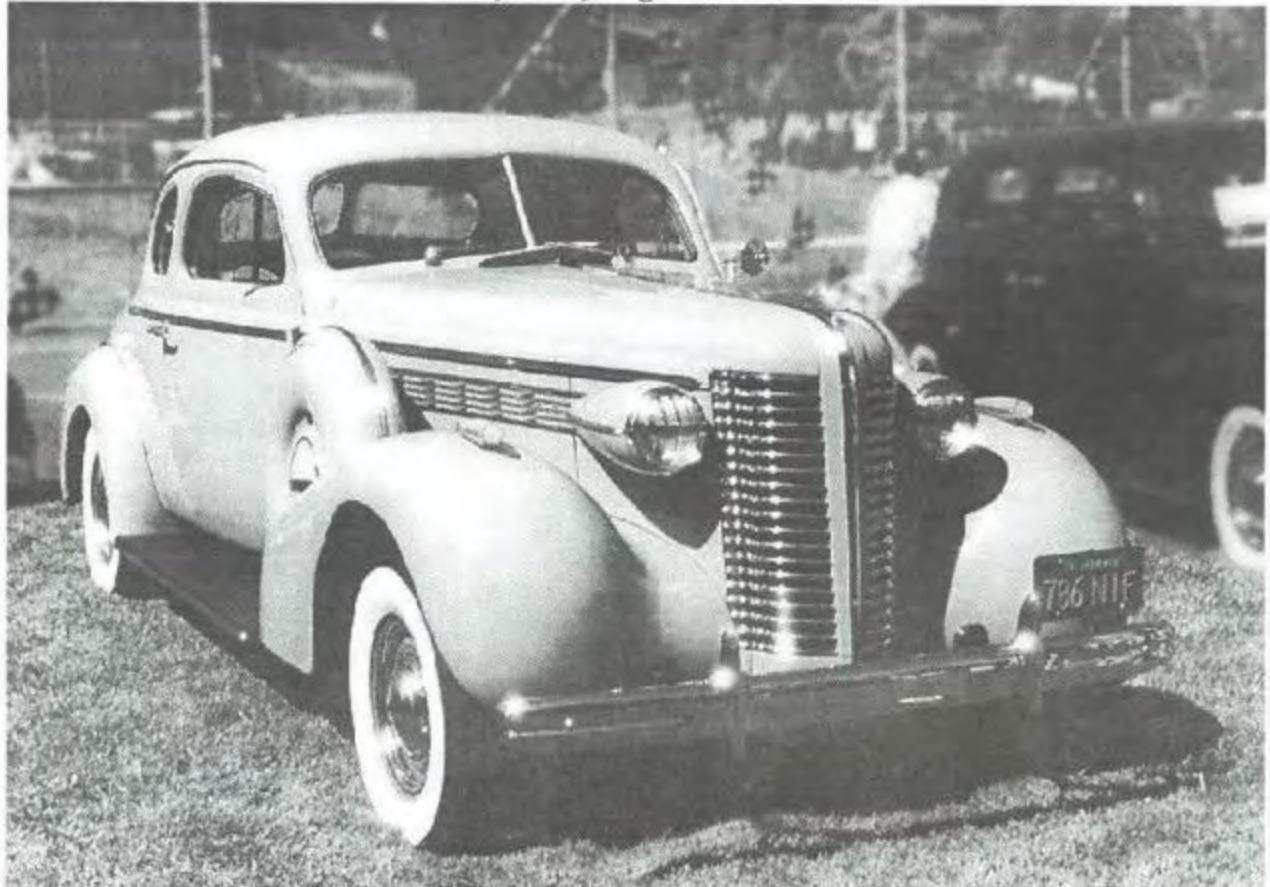
crime or accident the previous night. The Buick appears to be a large series 1937 car with sidemounts. I didn't check but I think that it may have been a Sunday morning (*Ed: I checked. It was a Sunday*) judging from the well dressed people and the fact that the St. James Episcopal Church is in the background. A close observer

could probably date the photo from the clothing styles, the elm trees, the highly decorative street light and the letter box. Sadly only the church and one home in the picture remain from this snapshot of another time.



PERSERVERANCE PAYS OFF!

By Harry Logan (#651)



One of the Club's original members, **Thom Schuttish** (#6), has just completed a 13 year restoration of his '38 Century Sport Coupe Model 66S. Thom has slowly but continuously been working on his car since he purchased it in 1984 through an ad right here in the **Torque Tube**.



He had help from a local, prominent engine rebuilder, painter and upholsterer. Thom coordinated the project and did much of the work himself.

Thom is meticulous and it shows. The car is painted #522 Corot Beige with Bugatti Red (brick red) wheels, new glass all around

with LOF logo and date code, NOS grille (what a sparkling beauty), NOS hood ornament and Hunley Acuff running boards. The car is pristine!

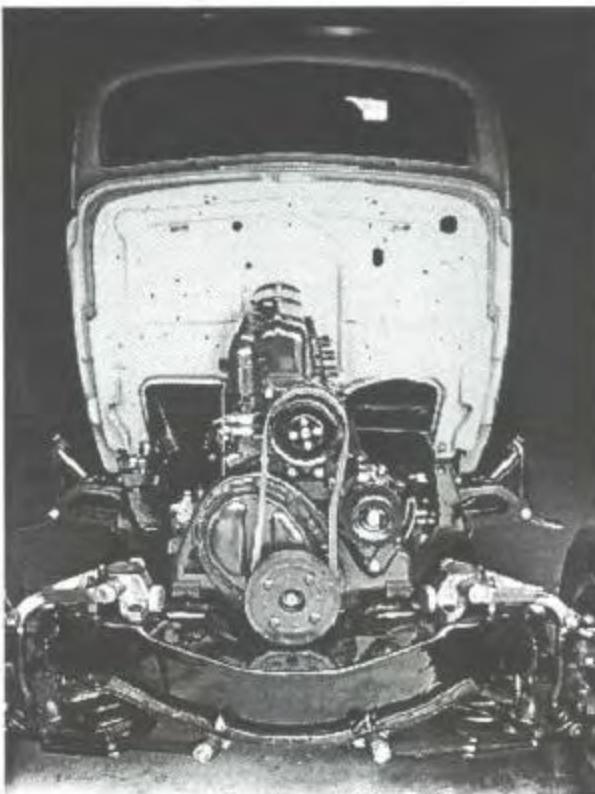
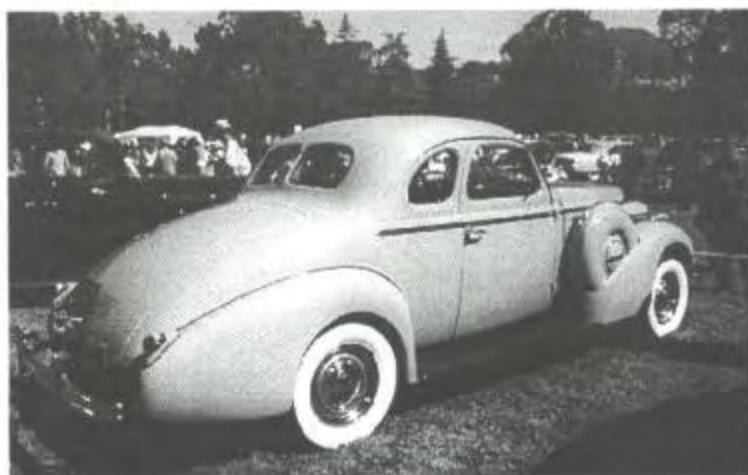
The car also has a NOS steering wheel. Seat belts were added as a safety feature.

Buick did not put the BUICK 8 emblem on all their coupes and this coupe did not have the emblem on the trunk. Thom choose not to drill "new" holes in the trunk lid and install the emblem.

Thom did a body-off-the-frame restoration. He hadn't originally intended to.

In his endeavor to revive the car Thom invited a restorer over to his home to give him advice on restoring the car. After a few minutes, the man said "let's go look at your car."

He then proceeded to remove the body mounting bolts and before



Thom realized it, the body was off the car and the start of his odyssey began.

The chassis was completely powder coated, new fuel and brake lines installed, the gas tank refurbished, engine and transmission and rear end rebuilt and side-mounts added. Thom even installed a 3.6 ring and pinion gear from a semiautomatic transmission Special.

Thom lives in San Francisco and his garage space is minimal to say the least. So imagine trying to maneuver bulky body parts into position and planning the transition from removal to assembly in that small space.

Everything came off the car and was replaced or restored. And all Thom's efforts paid off. The car looks and drives beautifully! Congratulations Thom, your perseverance did pay off.

Why I Prefer the

'37 OR '38

In the September/October 1996 issue, **Von Hardesty** (#964) suggested members write "Which Year Buick They Prefer and Why." Here are some comments.

Tom Francis (#1144) writes:

"I will comment, but in a way that will be complimentary to both years. I will also comment on some Why Didn't They's."

* Why didn't Buick make a Convertible Coupe in the Roadmaster series? They always offered them in the early '30's 90 series cars, and again in 1940."

Greg Marshall (#148) writes:

"The '37 model was a total refinement of the '36 design, which was nice but was like most first plans for a major project. The '37 styling flowed

Buick

ITEM:	MY PREFERENCE:	
<i>Stainless side trim</i>	'37	
<i>Dashboards</i>		'38
<i>Bumper guards</i>		'38
<i>Convertible coupe rear license mount</i>	'37	
<i>Hub caps</i>		'38
<i>Hood side louvers</i>		— Tie —
<i>Rear window, convertible coupes</i>	'37	
<i>Grille</i>		'38 but close
<i>Rear license plate light & insignia, sedans</i>	'37	

In conclusion, they are both very nice automobiles, aren't they!

Now for the "Why didn't they's:"

- Offer a rumble seat option on the '37 and '38 coupes as in '36?
- After all, you could only get a '37 or '38 convertible coupe, one of Buick's most expensive offerings, with a rumble seat.
- Why didn't Buick continue the Club Sedan?
- Some of Buick's most beautiful offerings in '34 and '35 were club sedans. Packard built them through '42. Blind rear quarter windows are a deco thing!
- Why didn't Buick offer an overdrive as an option, not only as a convenience for drivers, but they could have made some extra money.

smoothly and crisply where the '36 started to flow but still had a lot of lumps to work out.

Now the '38 design was to me like they took the smooth, tight lines of the '37 and changed them merely for a change, rather than to better them. The most annoying change was the grille. The '37 grille is sleek and smooth looking, where the '38 looks like it got hit and they couldn't get all the pieces to fit back right.

One feature I do like on the '38 is the gas filler being enclosed in the left fender with a little door. Both years are nice cars, but my preference will always be with the '37."

John Johnson (#697) writes: "I prefer the '38. I've always preferred the looks of the '38's heavier, coarse grille bars to the '37's or the coarser '40 grille to the '39."

Secondly, when I bought my '38, I consid-

ered the engineering improvements, engine and suspension especially. Last but not least, two features unique to the '38's, the scallop design of the hub caps and the front bumper badge. Long before I owned my '38, I found these two features most appealing. While I find the '37's very attractive, the above features are what set the '38 apart for me."

And finally, an e-mail from **Charles Jekofsky** (#524): "I suppose that I have been heavily influenced by my father's previous ownership of a '38 Century Coupe, though my personal choice was the Century 4-Door Trunk Back Sedan.

If I were asked to sketch what a nice car should look like, I would probably draw the 4-Door Trunk Back Sedan. The '37 and '38 Century Sedans are virtually indistinguishable, except for the fine external details like the tail lights, hubcaps and grille.

When I realize the radical design change that occurred in 1939, and that I cannot appreciate, the '38 makes the most logical sense to me. It enjoys the refinements and improvements (such as the underhood battery, coil springs at all wheels) and improved performance that are not found in the '37.

Another factor that most people may not realize is that about 40% fewer '38 Buicks were made compared to '37's and '39's, so a '38 is a rarer car."

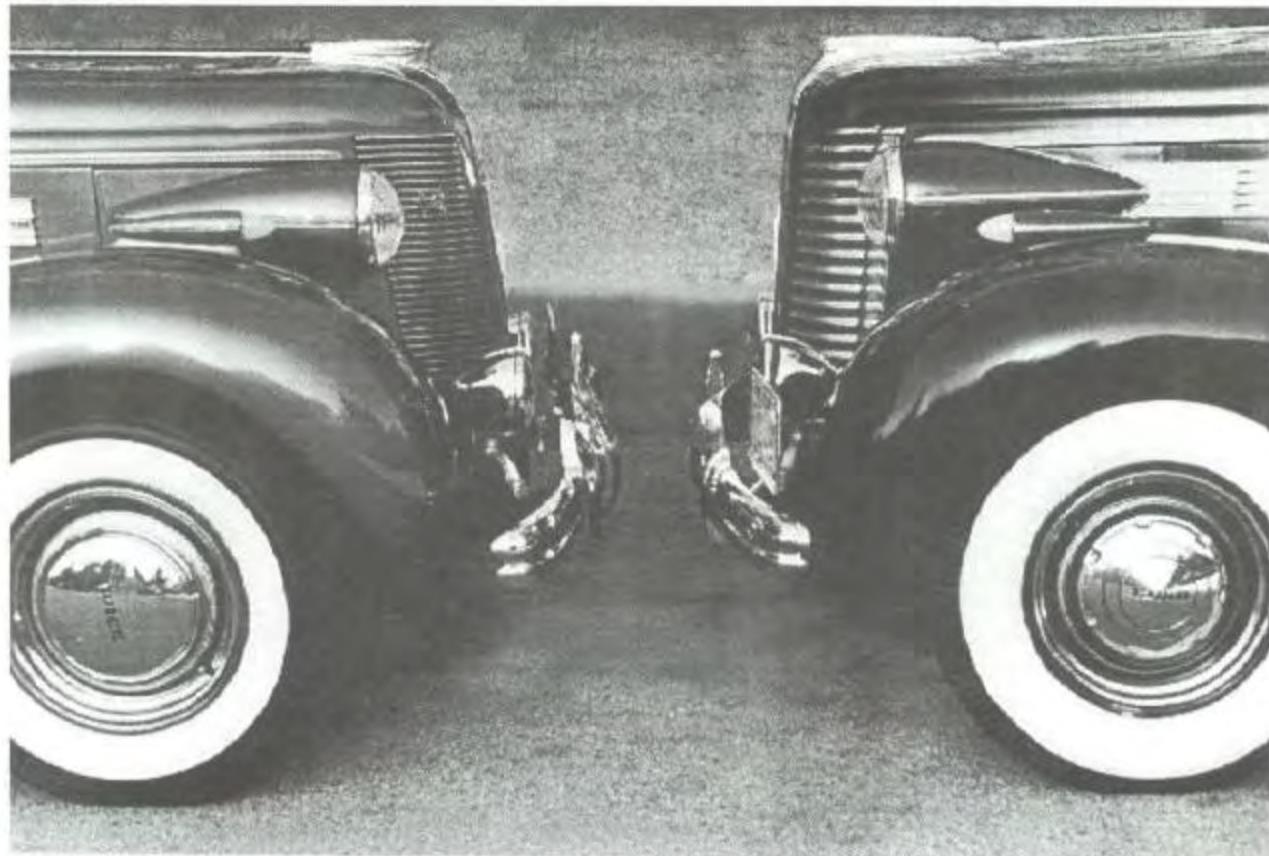
A Special Thanks goes to Tom, Greg, John and Charles for responding to this provocative question.

Dug Waggoner (#10), our own art director, says that in looking at the two years he feels the same as **Tom Francis**. Both cars hold a degree of refinement that earlier and later years seemed to be lacking. It all depends on your perspective when comparing the two years in that era.

If your father, grand father or an uncle owned '37 or '38 Buicks, chances are that your first recollection of that car had some staying power in your sense of history and what your idea of an automobile should look like.

Comparing a Buick to a Cadillac or a Chevrolet is very different than comparing a Buick to a Ford or a Hudson. GM has a family look that other makes have never been able to improve.

Dug says that what he looks for in those era cars is a strong design for the period and a proven performer that will carry on throughout the years and the '37 and '38 Buicks have that quality.



WELCOME NEW Members

Ray Finch (#1265)
97 Chatham Road
Denistone, NSW 2144
Australia
38-61

Daniel Barnard (#1266)
5580 Clairidge Dr.
Willoughby, Ohio 44094
38-40C

Stephen Paul (#1267)
29767 Maclure Rd.
Matsqui, BC V4X 1G5
Canada
37-46S

Kelly DeLand (#1268)
16695 Century Plant
Apple Valley, CA. 92307
38-68

Royce Garmon (#1269)
1301 S. Navajoe
Altus, OK 73521

Peter McNellis (#1270)
2149 East 4th Street
Tucson, AZ 85719

William Glaum (#1271)
PO Box 743
Hayward, WI 54843
38-41

Michael Dragan (#1272)
PO Box 204
Union Lake, MI 48387
37-41

Ms. Chris Osborne (#1273)
51 Duffield St.
Brooklyn, NY 11201
38-90L

Dan Woehl (#1274)
PO Box 607
Templeton, CA 93465

James Hudson (#1275)
1460 Sibley Memorial Highway
Mendota Heights, MN 55120

William Reichelderfer (#1276)
1120 Messick Rd.
Yuba City, CA. 95991
37-67

Ronald Anderson (#1277)
Rt. 1 Box 315
Kasota, MN 56050
38-41

Charles Wenger (#1278)
2606 Whitt Road
Kingsville, MD 21087
38-41

***Pat McMonigal (#1032)**
223 Bellwood
Maplewood, MN 55117
37-90

***Richard Harder (#695)**
28522 Sussex Rd.
Hartland, WI 53029
38-46 38-46S

***Former member rejoining**

Buick Automobilia FOR SALE

• GM CAST METAL ASHTRAY

with molded 3-D front view of a 1937 Buick. Brass finish, 4" diameter.
 Reads: "General Motors....Who serves progress serves America." Very good condition.....\$57.

• BUICK CELLULOID TAPE MEASURE.

Valve-in-head logo: "For a full measure of satisfaction, ride in a Buick." Charles Lange,
 Chicago Buick Dealer imprint. Blue and white. Very good condition except for a crack in
 the celluloid covering of one face out at the edge. Hard to see and does not detract.....\$78.
 Please add \$3 for packing and postage.

John Koutre (#593)
2331 Rainbow Drive, Plover, WI 54467
(715) 341-6188

Parts FOR SALE

• 1937 ROADMASTER SERIES 80 PARTS

Pair of recast trunk hinges needing finishing.....	\$90.
4 stainless door latch plates.....	\$6. each
Front seat wood frame with adjuster. Excellent wood. No cushions.....	\$150.
Floor pan for sedan or convertible sedan, complete trunk area to drivers seat.	

Spotwelds drilled out..... \$200.

Waterpump, NOS..... \$60.

Running board, driver's side. Need recovering..... \$70.

• 1937 CONVERTIBLE SEDAN 80C PARTS

Recast convertible center top hook. Mounts on divider bar of windshield.....	\$55.
Recast bracket on wood header to mount mirror.....	\$65.

• 1937 ANY SERIES PARTS

Front nose section to hold grille. No air baffle..... \$65.

Set of 4 new repro hubcaps, foreign made copies. For a driver, not a show car..... \$65. set
Radio, used..... \$90.

• 1937 40 SPECIAL PARTS

Rebuilt long block, new pistons, rods, head etc. Most done at Egge Machine Shop.

With rebuilt transmission. Includes engine accessories (not rebuilt)..... \$925.

2 rebuilt rear shocks..... \$100.

Inside window frames..... \$6. each

Bumpers, need chrome..... \$30. each

NOS waterpump repair kit..... \$25.

Set of radiator support rods..... \$20.

• 1936 CENTURY SEDAN PARTS

New wiring harness, used engine, transmission, suspension..... Call

All prices plus shipping

David Powers (#894)

27732 Paseo Barona

San Juan Capistrano, CA 92675

(714) 493-1199

• PARTING 1937 & 1938 BUICKS

The following is just a portion of the parts available. Call with your needs.

• 1937 PARTS

Master heater, complete..... \$75.

Coupe & 2 Dr. Sedan side stainless, complete sets..... \$75.

CENTURY brake & clutch pedal assembly..... \$35.

Buick 8 clock hole filler..... \$20.

ROADMASTER dome light..... \$20.

Bumper guards..... \$20.

SPECIAL NOS flywheel and ring gear..... \$100.

SPECIAL generator 918G..... \$75.

CENTURY radiator..... \$75.

SPECIAL radiator..... \$75.

(continued from page 23)

SPECIAL complete manifold, AA-1 carb, starter switch, linkage and air cleaner.....	\$250.
Rear springs 40 & 60, good condition.....	\$100. pair
Radio delete plates.....	\$15.
Small & large series throttle linkage.....	\$25.
LARGE SERIES rocker assemblies.....	\$50.
Fender lights.....	\$65. pair
Trunk lights, complete.....	\$50.
Tail lights with lenses, all series.....	\$50.
Wiper transmissions.....	\$50. pair
SPECIAL manifold.....	\$75.
LARGE SERIES intake manifold only.....	\$40.
Headlights, complete. Excellent.....	\$200. pair
Throttle cable.....	\$20.
SPECIAL transmission.....	\$100.
SPECIAL splash pans.....	\$40. pair
CENTURY hood.....	\$200.
Headlight switch.....	\$20.
Radio grilles.....	\$15.
Wiper motors.....	\$15.
Trunk hold-up arms.....	\$20.
Sun visors.....	\$15.
Bumpers.....	\$30. each
Bumper arms.....	\$15. each
Horn button.....	\$25.
Steering wheel.....	\$50.
Center stainless emblem.....	\$20.
40 & 60 running board brackets.....	\$50. set

• **1938 PARTS**

Defroster motor & dash vents.....	\$50. set
Trunk emblem.....	\$35.
40 & 60 sedan trunk lid, no rust.....	\$75.
Breather tubes.....	\$10. each
Trunk hold-up arms.....	\$20.
734Z starter with solenoid.....	\$50.
Horn button.....	\$10.
Radio hole plugs.....	\$15. set
SPECIAL hood lettering.....	\$20. pair
Defroster ducts.....	\$15. pair
Wiper transmissions.....	\$50. pair
Rear license plate stand, bracket & light for sedan.....	\$45.
Rear license plate stand, bracket & light for a coupe.....	\$65.
Bumper guards.....	\$20.
Tail lights, complete.....	\$75. pair
Assist straps with screws.....	\$10. each
Throttle cable.....	\$20.
SPECIAL radiator.....	\$75.
Battery tray.....	\$20.

(continued from page 24)

Generator.....	\$50.
SPECIAL manifold, complete.....	\$75.
SPECIAL hood sides & tops.....	\$25. each
Gas tank door.....	\$10.
Sedan trunk weather strip, new rubber.....	\$25.
Grille, no cracks, minor pitting.....	\$200.
SPECIAL rods & pistons, set of 8.....	\$75.
Fender lights.....	\$75. pair
Gauge cluster with working temperature gauge.....	\$125.
Hood ornament, minor pitting.....	\$35.
CENTURY hood sides and tops.....	\$50. each

• **1937-1938 PARTS**

Map light switches.....	\$15.
SMALL SERIES spark plug covers.....	\$40.
SPECIAL air cleaner.....	\$50.
SPECIAL flywheel, excellent teeth.....	\$50.
Rear fender splash aprons.....	\$15. each
LARGE SERIES manifold ends.....	\$50.
16" beauty rings.....	\$10. each
2 Door rear ash trays.....	\$20. pair
Headlight bezels.....	\$20. each
Trunk hinges.....	\$75. pair
SPECIAL oil pump.....	\$35.
Front arm rests.....	\$25. pair
40 & 60 rear vent windows, need plating.....	\$50. pair
Rear view mirrors.....	\$15.
Steering column support with ignition, keyed.....	\$35.
SPECIAL rear motor mounts.....	\$15.
CENTURY rear motor mounts.....	\$35.
40 & 60 4 dr. sedan doors.....	\$50. each
Front vent window frames & mechanisms.....	\$35. each

Dave Tacheny (#997)

11949 Oregon Ave. N.

Champlin, MN 55316

(612) 427-3460

• **1938 SERIES 80 RUNNINGBOARD CORES**

Metal Repros. Close to original in detail, excellent if doing own rubber. \$250. pair

Bill Rossiter (#947)

1325 Waterloo Court

Riverside, CA (909) 682-2096

• **1938 ROADMASTER SEDAN DOORS (4)**

Condition: Some with glass etc., stainless side moulding except for hood.

Garnish moldings except windshield. Trunk lid.

J.W. Pascoe (#881)

2136 24th Ave. So., Escanaba, MI 49829

(906) 786-4322

(continued from page 25)

• **1937 PARTS**

Parking lights with pot metal (pot metal fair to good).....	\$20.
Trunk lid light.....	\$20.
Water temp guage.....	\$65.
Gas Guage.....	\$20.
Horn button, plastic bad.....	\$10.
Trunk tire hold down bracket.....	\$15.
Bolts for bumper guards.....	\$10. each
Hood hinge (60).....	\$75.
Rear leaf springs, used but good (40-60).....	\$85. set
Front bumper (40-60).....	\$55.
Drivers side rear fenders (40-60).....	\$45.
60-80-90 series transmission pilot shaft, used but good.....	\$45.

• **1937-1938 PARTS**

Sidemount emblems, original.....	\$95. set
Sidemount emblem, repro-brass.....	\$25. set
Front convertible radiator brackets.....	\$55. set
Rebuilt distributor.....	\$65.
Hump back trunk hold open arm.....	\$45.
Water pump, rebuildable.....	\$15.
Bracket that holds exhaust pipe to the engine.....	\$25.
Map Light switch, used.....	\$20.
"Buick" Hose Clamps Set.....	\$15. set
Generator, 40.....	\$35.
Intake and Exhaust manifold, (40).....	\$45.
Thermostat housing, (40).....	\$15.
Thermostat Housing (40).....	\$15.
NOS rocker Arm Shaft with bushings (40).....	\$110. set
Wing vents (front, chrome in good condition, 40-60).....	\$45. set
Rear wing vent handles, chrome in good condition, 40-60.....	\$25. set
Door hinges, 40-60.....	\$20. each
Sun visor brackets, very good condition, 40-60.....	\$25.
Transmission center main shaft, used but good, 60-80-90.....	\$45.
Transmission second speed gear, used but good, 60-80-90.....	\$45.
Generator, 60-80-90.....	\$35.
Starter, 60-80-90.....	\$55.
Air cleaner, 60-80-90.....	\$35.
Hydraulic lifters, cam, rocker assembly, push rods etc (60,80,90).....	\$225. set

• **1938 PARTS**

Bumper guards, straight.....	\$45. each
Bumper guards, bent a little.....	\$25. each
Oil guage, used.....	\$30.
Gas gauge, used.....	\$30.
Amp gauge, used.....	\$30.
Temperature guage.....	\$65.
Grille, right and left side, pitted.....	\$25. set
Battery box with hold-down bracket.....	\$35. set
Engine (40).....	\$150.

(continued from page 26)

Hood, good condition.(40).....	\$50. set
Transmission, 40.....	\$100.
New fuel pump kit, 40.....	\$15.
Rear sway bar, 40-60.....	\$45.
Bumper, front, no hole in the center, 40-60.....	\$50.

All prices plus shipping. Call between 9 AM and 1 PM EST Monday to Friday or anytime on Saturday and Sunday.

David Bylsma (#117)
7802 Chevalier Ct.
Severn, MD. 21144
(410) 551-7236

• PARTING OUT 1937 SPECIAL COUPE

I am street rodding a 1937 Special Sport Coupe Model 46S. I had completely sandblasted and epoxy painted the entire front suspension before I cut it off to be replaced with a '74

Nova subframe. The car has been stored inside all of its life, so the parts are in very good condition. Here is a list of parts for sale:

- Fold-down rear jump seat assembly
- The complete drivetrain assembly including the motor with 72,000 miles.
It was running when I removed it.
- Instrument cluster gauges
- New suspension parts I purchased

I also have a 1937 2-door sedan that I have some duplication of parts that are for sale.
Call with your needs.

Mark Johnson
6008 64th Ave. S.
Fargo, ND 58104
(701) 282-0647

• 1938 ROADMASTER PARTS

Hood, 2 grilles, transmission, sidemount fenders and covers, one headlight, bumpers, guards, instrument cluster and glove box door with clock.

Also parting out a '39 Roadmaster and '40 Limited.

Bob Hibbard
Phone (516) 979-0088 EST after 7 PM EST
Nesconset, Long Island, NY

Literature FOR SALE

• 1937-38 ORIGINAL OWNER'S MANUALS.....\$50 each Add \$3.50 for shipping

Walter Miller (#1093)
6710 Brooklawn Parkway
Syracuse, NY 13211
(315) 432-8282

Parts WANTED

WANTED FOR '37:

- Trunk emblem and license plate holder for a Trunk Back Sedan
- Stainless body trim (belt molding) from the right door back to the trunk.
Thanks.

Royce Garman (#1260)
1301 S. Navajo
Altus, OK 73521
(405) 477-0995

WANTED FOR '38:

- Wiper Transmissions and defroster ducts. Have 1940 NOS wiper transmissions. Will trade for '38.
Charles Wenger (#1278)
(410) 877-7150
after 6 pm Eastern Time

WANTED FOR '37:

- NOS 4-Post voltage regulator
- Pair of defroster outlet funnels that go on the top of the dash
- Pair of near mint outside door handles. One must be lockable. No rechromes.

Craig Allen (#746)
PO Box 365
Laurel, FL 34272
(941) 485-2364

WANTED FOR '36:

- Grille in good to excellent condition

Marshall England (#1263)
6161 River Rd. #48
Richmond, VA 23226
(804) 673-7346

Cars FOR SALE



1937 FOR SALE:

- 1937 SPECIAL 2-Door Trunk Back Sedan Model 48
Rebuilt motor, new tires. Used in many local weddings. Includes sidemount covers, radio and heater

\$11,500.00

Howard Vaillancourt (#440)
Guilford, CT
(203) 457-0262

1937 FOR SALE:

- 1937 SPECIAL Convertible Sedan Model 40C. Body-off restoration. Rebuilt motor, transmission, rear end. New brakes, front end wiring, leather interior, chrome, stainless. Has radio, heater, map light, clock, sidemounts, Tripple lights and accessory front grille guard. Priced right.

Sal Biagini (#566)
(718) 847-5869 after 6 PM EST

1938 FOR SALE:

- **1938 SPECIAL** 4-Door Sedan Model 41
Older restoration but still looks great.
Rebuilt engine and transmission. New wide whitewall tires and floor mat.
- \$6,000.**

Chuck Ash (#500)
211 Station Circle
Hudson, WI 54016
(715) 386-1294 (home)
(715) 684-6302 (office)

1937 FOR SALE:

- **1937 SPECIAL**
Restored to original condition.
Extra engine and parts
- \$9,000.00**

Duane Streeter
P.O. Box 157
Shingleton, MI 49884
(906) 452-6261

1937 FOR SALE:

- **1937 CENTURY** 4-Door Sedan Model 61
This car was painted yellow to look like a taxi in the movie *The Natural*. I have left it that way for the novelty of it, but it was not a cab originally. Robert Redford and Glen Close were in this car during the filming of this baseball movie in Buffalo, NY. Recently, the car was in the remake of *The Natural* (*the ending scene at the Buffalo Baseball Stadium*).

The car is complete. I have made only minor amateur restoration efforts ie, new wide whitewalls etc. I have a '37 vintage cab meter installed in the glove box area. I have the original glove box and many extra parts with the owners and service manuals.

The original owner went to war in '40 and was wounded, so the car sat in a Buffalo garage until the 1980's. I bought it in 1986. The new owner will be very happy with this car.

\$3,800.00

Vince Ricotta (former member)
3646 Cumberland Lane
Hamburg, NY 14075
e-mail: vricotta@macgray.com
(716) 649-6731

1938 FOR SALE:

- **1938 LIMITED** 8 Passenger Sedan Model 90



Black, low mileage car, dual sidemounts with mirrors and Trippe driving lights. The Limited is considered a "classic" car by the Classic Car Club (CCCA). The car has a radio, heater and turn signals.

The rear seat is big and plush with a fold down center arm rest. Ash trays and cigarette lighters are in each arm rest.

There are two auxiliary seats for extra passengers. They fold into the back of the front seat and are concealed by zippered covers.



This is an excellent car for show or go. Due to my age and other interests, I am reducing my car collection. The price of this car is less than you could restore one for.....**\$22,500.00** plus all the parts I have.

For further information, call:

Lewis Nix (#1166)
P.O. Box 846
Madison, Georgia 30650
(706) 342-4276

Matley Woodgraining Service

13912 S.E. 241st St.
Kent, Washington 98042



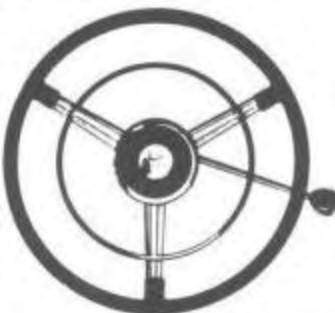
Shop (206) 630-2008
Res. (206) 630-8887

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Phoenix, Arizona 85009
(602) 278-4505



Beautifully Recast STEERING WHEELS

Thru 1953
\$2.00 for Brochure, Must Specify Year

RESTORATION



SERVICES

Running Board / Rocker Moldings

1934 thru 1940

SSAE for Information

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AUTHENTIC REPRODUCTION
WIRING SYSTEMS THRU 1953
HAND CRAFTED WITH THE
FINEST MATERIALS
EACH SUPPLIED WITH:
LIMITED WARRANTY
INSTALLATION INSTRUCTIONS
SCHEMATICS

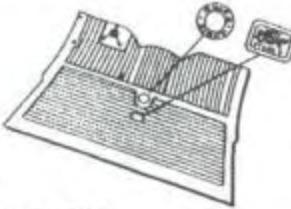
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AUTOMOBILIA
(805) 434-2963

FRONT FLOORMAT
1937-38 All Models
Black or Brown
FF-378.....\$195.



DOOR WEATHERSEAL-SPONGE
Glue-in.....DW-378.....\$1.70 ft.
Clip-in.....DW-80.....\$3.40 ft.
Clips.....WC-80.....\$.60 ea.
DOOR BOTTOM SEAL
Clip Type.....DW-369.....\$1.85 ft



TRUNK SEAL-SEDANS. 1/2" Wide;
Ser. 80-90.....TW-371.....\$32.50
Sedans. 3/4" Wide;
Ser. 40-60.....TW-371S.....\$34.50



TRUNK SEAL For COUPES. 5/8" X 1"
Sponge.....TL-369.....\$2.00 ft.
1/2"x1"x16' TL-1129.....\$47.50



CLUTCH and BRAKE PEDALS Series 40-60
Black.....CB-343BK.....\$5.50 ea.
Brown.....CB-343BN.....\$5.50 ea.



PEDAL FLOOR SEALS; All Models
FS-375.....\$12.50 pr.



1937 ONLY! ACCELERATOR PEDALS Series
40-60 Back..AP-37BK.....\$30.00
Brown.....AP-37BN.....\$34.00



SHIFT BOOT. 1937-38 Series 40 Only!
Black.....\$ 9.25
Brown.....\$18.50
Series 80-90 Black ONLY.....\$ 8.50



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PARKING LIGHT LENS.....\$18.00 ea



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STROMBERG.....CK-37XS \$26.00



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VISOR "VANITY" MIRROR. VM-379.....\$27. ea.



LICENSE PLATE FRAMES. Chromed Brass
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FRONT END PARTS For 40-60 Series;
Upper Outer Kit.....\$39.00
King Pin Sets.....\$35.50
Lower Inner Bushings.....\$20.00
Tie Rod End.....\$27.00



1937-38 BUICK



EXHAUST MANIFOLDS

1937-38 Series 60-80-90
ENDS \$180. CENTER \$182. VALVE BODY \$195.

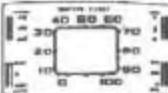


RUNNING BOARD INSULATORS. 1937-38

All Models. ALL NEW MATERIAL!
4 Needed Per Running Board.
RI-378S.....Set of 8 .. \$160.00

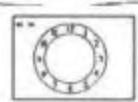


HOOD REST PADS. 1937-38 6-8 Per Car.
HR-378.....3.50 ea.



DASH GLASS. SILK-SCREENED on
Back of GLASS in COLORS as

Original.1937.....SPEEDO DG-37 \$38.
.....RADIO....RG-37....\$23.
.....CLOCK .. CG-37 \$28.
1938.....SPEEDO DG-38 \$38.
.....RADIO....RG-38....\$23.
.....CLOCK .. CG-38 \$28.



PLASTIC DASH KNOBS DK-37(38) \$ 6.
PLASTIC DOOR HANDLE and Window
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OUTSIDE DOOR HANDLE CHROME
and RUBBER GROMMETS.
1 FERRULE & 1 GROMMET Per Set.
1937.....DGF-296.....\$5./Set
1938.....DGF-380.....\$5./Set



DOOR FERRULE INSTALATION TOOL.
\$20. Refundable if Returned Within
30 Days. DF-TOOL.....\$29.



1938 TRUNK HANDLE/LIGHT MOUNTING
SEAL DH-381 .. \$8.75



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ROUND PADS.... SP-338... \$10. pr.
MOUNT MM-347... \$29. ea.



TRUNK HINGES for 40-60.Chrome Plated \$150. pr.

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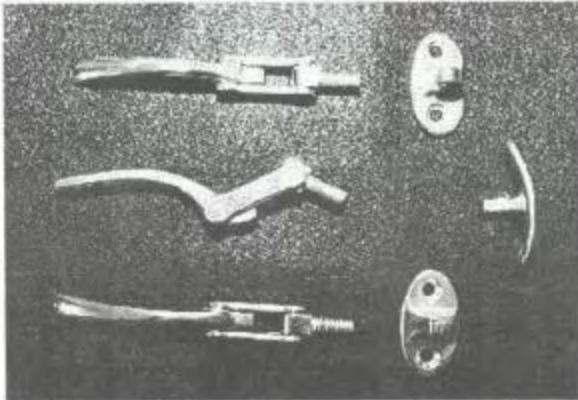
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